DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

Bay Area Branch
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Contract #: 04-0120F4
Cty: SF/ALA Rte: 80 PM: 13.2/13.9
File #: 69.28

WELDING INSPECTION REPORT

Resident Engineer: Pursell, Gary
Address: 333 Burma Road
City: Oakland, CA 94607

Report No: WIR-011140
Date Inspected: 13-Dec-2009

Project Name: SAS Superstructure
Prime Contractor: American Bridge/Fluor Enterprises, a JV
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island

OSM Arrival Time: 700
OSM Departure Time: 1900
Location: Shanghai

CWI Name:	ZPMC and ABF			**CWI Present:**	☑ Yes	☐ No	
Inspected CWI report:	☐ Yes	☑ No	☐ N/A	**Rod Oven in Use:**	☑ Yes	☐ No	☐ N/A
Electrode to specification:	☑ Yes	☐ No	☐ N/A	**Weld Procedures Followed:**	☑ Yes	☐ No	☐ N/A
Qualified Welders:	☑ Yes	☐ No	☐ N/A	**Verified Joint Fit-up:**	☑ Yes	☐ No	☐ N/A
Approved Drawings:	☑ Yes	☐ No	☐ N/A	**Approved WPS:**	☑ Yes	☐ No	☐ N/A
				Delayed / Cancelled:	☐ Yes	☐ No	☑ N/A

Bridge No: 34-0006
Component: OBG

Summary of Items Observed:

On this date Caltrans OSM Quality Assurance (QA) Inspector Mr. Wai Pau, was present during the times noted above for observations relative to the work being performed.

Bay#5

Traveler rail: - Caltrans QA inspector observed six ZPMC welders performed FCAW process on the flange to web plate of traveler rail #10TR6-002, 11TR6-002, 11TR9-002, 11TR3-001, 11TR6-002 and 11TR9-001. This type component designed has CJP and PJP weld along on one side of full weld length and other side has CJP only. All the welding areas have been pre heating prior FCAW welding. The FCAW process were monitored and recorded by ZPMC and ABF QC inspector. Based on Caltrans QA Inspector observations, no discrepancies were noted.

Traveler rails: - Caltrans QA inspector observed a welder performed carbon arc back gouging process on the flange to web plate of traveler rail. A back gouging is on one side of flange to web of two traveler rails # 11TR1-016 and 11TR1-017. Approximately 8mm sound wall thick has been gouged out. The back gouging area has been re-bevel to request design joint by grinding and the beveled surface is entirely free of the scale, traces of oxide films and other contaminants prior welding. Base on Caltrans observation, no discrepancies were noted.

Traveler rail: - Caltrans QA inspector observed two ZPMC workers performed grinding process on the angle plates with 200 lengths. The grinding is removing approximately 6mm x 6mm from the top corner of angle plate as design drawing. The angle plates are attaching to central of traveler rails and cover a size 4mm fillet weld. The grinding process was monitored and recorded by ZPMC and ABF QC inspector. Base on Caltrans QAI

observation, no discrepancies were noted.

Bike path: - Caltrans QA Inspector observed two welders performed FCAW process on CJP welds for exterior plates of bike path cantilever beam. The bike path cantilever beam ID is BK-001-033-1 and BK-001-033. During observation, ABF QC informed Caltrans QA inspector that between the end plate and exterior plates of bike path cantilever beam has been changed use PJP weld in lieu of CJP weld but the weld joint remained with backing bar and the RFI file number is RFI # ABF-RFI-001933-R02 The FCAW welding process were monitored and recorded by ZPMC and ABF QC inspector. Base on Caltrans QAI observation, no discrepancies were noted.

Bay #6

Tower strut: - Caltrans QA Inspector performed QA final VT, MT and UT test on the CJP welds and fillet welds of tower strut. The strut welds ID are WD1-A305-53M-3-1A/B, WD1-A305-53M-3-2A/B, WD1-A305-53M-3-20~31, WD1-A305-53M-3-10~19/58/59 and WD1-A305-53M-3-32~43. All the CJP welds have been accepted by ZPMC prior Caltrans QA inspection. Base on Caltrans VT, MT and UT inspection, the CJP welds and fillet welds appeared to be in compliance with requirements of AWS D1.5 2002 and Caltrans contract documents.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Between the end plate and exterior plates of bike path changed use PJP weld in lieu of CJP weld

The grinding angle plate

Summary of Conversations:

As notes within report above.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang 15000422372, who represents the Office of Structural Materials for your project.

Inspected By:	Pau,Wai	Quality Assurance Inspector
Reviewed By:	Clifford,William	QA Reviewer